

REMARKS/ARGUMENTS

Claims 1, 3-19 and 21-44 are pending and have been non-finally rejected as being anticipated by Veltman. Reconsideration is requested.

First, the rejection is incorrectly based on 35 U.S.C. §102(b). Veltman was published on May 23, 2002, which is not more than one year prior to the effective filing date of the present application, based on Provisional Serial No. 60/465,890 filed April 25, 2003. Therefore, the rejection does not satisfy the requirements of 35 U.S.C. §102(b), and is accordingly requested to be withdrawn.

Second, Veltman neither discloses nor suggests any method step or apparatus for “estimating the rotor angle during motor start-up according to a predetermined motor load model in conjunction with a start-up sequencer” as recited in each of the independent claims 1, 10, 19 and 28.

The applicants have not been able to find, and the Examiner has not pointed out, any part of Veltman corresponding to the claimed motor load model.

The Examiner states that references 8, 9, 10 in Veltman represent a start-up sequencer. The applicants cannot agree. As explained at col. 6, lines 42-64, the circuits 8, 9, 10 are for estimating an angular frequency and determining an angular phase error.

For both of these reasons, the Office Action fails to establish a prima facie basis for an anticipation rejection. The reference was not published early enough to anticipate under 102(b), and the reference fails to disclose or suggest either the load model or the start-up sequencer recited in each independent claim. The prior art rejection, therefore, should be withdrawn.

As best seen in Figures 7-8 and described at paragraphs [0044]-[0051], the start-up sequencer controls when the error correction signal Pll_Err is generated, in an open-loop arrangement, by the load model in the “Start-up” block shown in Figure 8; and when Pll_Err is generated by a closed-loop arrangement, based on Flx_A and Flx_B as in the systems of Figures 1-6. The Load Model (Figure 8), thus controlled, applies a predetermined gain multiplier Kt to the load torque current feedback iq, and applies a predetermined gain multiplier Kf to the motor frequency We. New claims 45-48 are being added to address these features.

In view of the foregoing amendments and remarks, allowance of claims 1, 3-19 and 21-48 is requested.

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Respectfully submitted,

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